

Messrs. Adamson, Bell & Co. inform us that the Canadian Pacific Steamship Co.'s s.s. *Portuguese* arrived at Vancouver on the 28th inst., from Yokohama (16th).

Messrs. Adamson, Bell & Co. inform us that the S.S. ex. s.s. *Port Augusta* was delivered in New York on the 23rd inst., and *Tea* on the 27th inst.

The Secretary of State for the Colonies has written a letter in which he states that correspondence has taken place between himself and the Governor of the Straits Settlements, and also between the latter and the Rajah of Sarawak, with respect to certain conditions to the Sultan. Abdulah, as well as to the other sultans who have been living in the Seychelles, to take up their residence in Sarawak, thus providing their residence with a home among a Malay-speaking race.

The following is from a Singapore paper:—Those who are interested in projects for the extraction of gold from the beds of rivers in Pahang and elsewhere, are recommended to visit the office of Messrs. A. L. Johnston & Co., where may be inspected a parcel of black tin sand intermingled with a very large proportion of rough gold in flakes and water-worn nuggets running in many cases up to or over the size of a pea. This is stated to be the result of one hour's wash of sand taken from the bed of the Bangatapah River in the concession of the Siamese Goldfields Company.

Wrote the Chinese Government wise they would of their own accord, with the calm deliberation of a time of peace, open the West River to the navigation of all nations, under convenient regulations, a measure which would indefinitely retard the aggression of any one Power in that direction. But wisdom has never been the strong point of Chinese government; and as for adopting a line of policy in concert with foreigners after calm deliberation, it is wholly alien to Chinese thought and practice. They scarcely ever do anything except in a panic, and with a pistol at their head, and seem to prefer that order of procedure.—*Chinese Times*.

A MEMORIAL from the Governor of Formosa states that the Pescadores Islands are a point of the greatest importance, with regard to the defence both of the Province of Fukien and the Island of Formosa. The memorialist visited the islands four years ago in company with the then Governor-General at Foochow, on which occasion the latter officer conceived the idea of constructing a fortress there. This proposal was strongly supported by the gentry and common people of the islands. After a careful inspection, Ma-kung Harbour was selected as the site, and last autumn the Chinese Government commenced the building of a fortress, which would connect together the various batteries. Plans of the works have already been sent to the Board of War.—*Peking Gazette*.

COMMENTS upon the royal grants by the London press show that the English people don't mind giving money to royalty, but they want royalty to spend it. The Queen has been very economical for many years; if she would be more extravagant she would be more popular. Her \$1,25,000 per year civil list, her privy purse of \$300,000, and her income from the Duchy of Lancaster of \$22,000, making a total of \$2,450,000 per year, nearly all in cash, and when her grandchild is born, want the amount to be increased to \$1,000,000. The London *Standard* says that hundreds of Plutocrats are earning their living like other Englishmen, and the descendants of the present royal house should expect to do the same.—*American paper*.

It should be noted that a large portion of the civil list is paid away in salaries for the royal household.

Here is the first letter President Harrison has written to the Queen of England:—

Benjamin Harrison, President of the United States of America to Her Majesty, Victoria, Queen of the United Kingdom of Great Britain and Ireland, Empress of India, etc.—Great and Good Friend: I have received the letter which your Majesty was pleased to address to me on the 10th ult., announcing that Beatrice Mary Victoria Foden, consort of Royal Highness Prince Henry Maurice of Battenberg, safely gave birth to a prince at Windsor, at 3 o'clock in the morning of the 21st of May last. I fully participate in the satisfaction which the happy event affords to your Majesty's royal family, and I offer my sincere congratulations on the occasion. May God have your Majesty always in His safe and holy keeping. Your good friend,

BENJAMIN HARRISON.

By the President:—

William F. Wharton, Asst. Sec. of State.

Washington, July 18, 1889.

INTELLIGENCE has been received at Berlin from Baku to the effect that a permanent decrease is showing itself in the production of naphtha in that region, and that there is a probability of a very serious crisis shortly coming on. The naphtha basins of the Azerofor Peninsulas and Bibicab are no doubt still very productive, but the yield is no longer to be relied on. Almost all the factories at Baku, including M. Nobel's, are suffering for want of the raw product, the price of which has risen from one or two kopecks to five or six per pound. Many new borings have been made, but the results by no means realize the hopes of the speculators. M. Nobel has to make up his supplies from Bibicab, where there appears to be more naphtha than necessary. Baku, Mr. Rothschild's property, the manager of the Caspian and Black Sea Naphtha Company, has received orders to proceed to Paris after a thorough investigation has been made of the state of affairs by the company's engineer at Bala-chona.

In the full report of Sir Lepel Griffin's speech at the Royal Colonial Institute, there is a curious story of the Khan of Kebulai who was among the "Theater actors" of the English, French, Dutch, and Indian Colonies in all colonies, including the smaller Crown colonies. It has at no time been the practice to use that title in addressing colonial gentlemen residing in this country, but it is a common practice to accord it when the person entitled to it is absent from his own colony on a visit to another colony. The reason has not been raised recently in any shape, and the Secretary of State has certainly issued no directions on the subject. The title of "honorable" has for many years been accorded to members of Executive Councils and Legislative Councils in all colonies, including the smaller Crown colonies. It has at no time been the practice to use that title in addressing colonial gentlemen residing in this country, but it is a common practice to accord it when the person entitled to it is absent from his own colony on a visit to another colony. The reason for not addressing colonial gentlemen by that title when they are in this country would appear to be that here it is not adopted as a designation of any Executive or Legislative body.

Bacon H. De Worms said in reply that there appears to be a misspelling, the origin of which the Secretary of State has not been able to trace. The question has not been raised recently in any shape, and the Secretary of State has certainly issued no directions on the subject. The title of "honorable" has for many years been accorded to members of Executive Councils and Legislative Councils in all colonies, including the smaller Crown colonies. It has at no time been the practice to use that title in addressing colonial gentlemen residing in this country, but it is a common practice to accord it when the person entitled to it is absent from his own colony on a visit to another colony. The reason for not addressing colonial gentlemen by that title when they are in this country would appear to be that here it is not adopted as a designation of any Executive or Legislative body.

There is a custom of rating their own parents to relieve them from the miseries of old age and ensure them a respectable old age, and not easily disturbed grave—rigorous reading of the *regulations* in the past precedent which it is hard to see how the grey-haired members of the tribe could sincerely approve.

There is a very general feeling in the North that the Viceroy's health is steadily weakening, and that his life is now a very uncertain one. If he should die, or rather would be succeeded by the Marquis Tsung in the civil part of his office, a general inquiry as to the method of laying down and maintaining the grass. "That's all, is it?" he exclaimed, when the whole process had been carefully described. "Yes, sir, replied the gardener, with a twinkle in his eye, "that's all; but we generally leave it three or four centuries to settle down in. After all, there is something the inhabitant of a new country with all his wealth cannot purchase."

The Rev. Samuel A. Barnett writes to the Times from Whitechapel:—When the series of murders occurred last year you allowed me to point out that the act of some maniacs was a less evil than the state of life shown to be common in this neighbourhood. A body of inhabitants—residents at Toynebury Hall and others—have patrolled the neighbourhood during the last nine months, and been consulted, but he knows a little less about railways than the chairman of the London and South-Eastern. The project is nothing less than a direct railway to India, via Karsachan, not following a route that would give it local tributary traffic, but running through France and Spain to Gibraltar, and after the trains have crossed the Straits by boat, the route will lie along the north coast of Africa to Egypt, and then toward the Persian Gulf. There is nothing impossible in such a scheme except getting the capital for it. From Spain to the borders of India the railway would earn little or nothing except by through traffic, and, however cheap the construction and maintenance, the prospect of profit would be dismal. The existing railways through Europe are good enough to connect us with India when schemes of engineering in Asia, long pronounced feasible, are put into execution.

In the fourteenth year of the reign of Ptolemy Philadelphus, one of the royal governors wrote a letter stating that he could not supply twenty geese wanted for the king's festival. On this simple fact the world has been in ignorance for over 4,000 years; but we are now assured of it on a reliable historical evidence, as that which tells us that the Pharaoh of Joseph's time imprisoned his chief butler and chief baker for probably as small a offence. It is a case in this way. The State paper concerning the royal geese was duly published; and after the lapse of years perhaps, was disposed as waste papirus. It fell into the hands of the undertakers, who used it along with a lot of similar material in making the cartonnage head-case for a mummy. This mummy was entombed in the necropolis of a little town (the site is called Tell Gurob at this day) which began to fall into decay about the time of Memphis, the supposed Pharaoh of the Exodus. It has been disinterred by Mr. Petrie in the course of his last season's excavations in the Fayoum. The head case, with a thin covering of plaster over all, was soaked in water, and the papyrus of which it was composed became soft without injury to the original writing. Thus we come to know what the geese-hed, and about a great many other far more interesting facts in connection with the everyday life and affairs of the Egyptian and other people of the Egyptian of that epoch. For there are a lot of mummies, and quite a crew of Ptolemaic mummies, and many of them will soon be in the actual custody of the British Museum authorities. Considering the progress that has been made in Egyptology during the present century, and the abundance of fresh material that has been brought to light of recent years, the next generation may be able to learn as much about Egyptian antiquities as the present one can about Grecian or Roman.

Yuen Taotai, Chinese Minister resident in Cochin, has issued a proclamation from which it appears that during the night of the 5th of the 5th moon (which was the Chinese festival), a Cantonese merchant by the name of Teh Hsing & Co., was plundered and the long burned, and one of its partners murdered. Gold and silver valuables, besides watch, &c., to a large amount were robbed, and an exhortation being made of the hundred and one, the men who were then working they would be killed. The men had been just now engaged the contractor's former men having left his service because he would not advance their wages and give them better food. They were engaged in dressing stones for a drain which had been damaged by the great rain-storm. This occurred on the very first day they were put to work, 22nd August. They did not work at all, having been only on their way to work when they were arrested. They had since all gone away except one. They had been engaged in the construction of a fortress, which was in the actual custody of the British Museum authorities. Considering the progress that has been made in Egyptology during the present century, and the abundance of fresh material that has been brought to light of recent years, the next generation may be able to learn as much about Egyptian antiquities as the present one can about Grecian or Roman.

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A. SANDFORD, Agent.

Hongkong, April 5, 1889. 647

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D. GILLIES,

Secretary.

Hongkong, August 25, 1889. 1583

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DIAMONDS.

A DIAMOND JEWELLERY,

A Splendid Collection of the Latest London PATTERNS, at very moderate prices. 742

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

SUBSCRIBED CAPITAL, \$5,000,000

PAID UP CAPITAL, 2,500,000

RESERVE FUND, 1,250,000

Board of Directors:

HON. J. J. KESWICK, CHAIRMAN.

HON. C. P. CHATER, Managing Directors.

E. A. SOLOMON, Esq.

J. S. MOSES, Esq.

S. C. MICHAELSEN, Esq.

G. E. NOBLE, Esq.

LEE SING, Esq.

POON PONG, Esq.

Bankers:

THE HONGKONG AND SHANGHAI BANKING CORPORATION.

MONEY ADVANCED ON MORTGAGE, on LAND OR BUILDINGS;

PROPERTIES PURCHASED AND SOLD.

Estates managed, and all kinds of Agency and Commission Business relating to Land, &c., conducted.

First-class Fares granted as follows:—

To Vancouver & Victoria, (Max. \$210.00)

To all common points in Canada, } 275.00

To London, } 325.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Cunard Invoices to accompany Cargo destined to points in the United States, should be sent to the Company's Office, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 p.m. on the 11th September.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 p.m. the day previous to sailing.

For information as to Passage or Freight, apply to

ADAMSON, BELL & CO., Agents.

Hongkong, August 29, 1889. 1674

1674

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, via

OVERLAND RAILWAYS, and TOUCHING AT YOKOHAMA, and SAN FRANCISCO.

THE U. S. MAIL STEAMSHIP CITY OF PEKING will be despatched for San Francisco, via Yokohama and Honolulu, on THURSDAY, the 19th September, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—

To San Francisco, \$225.00

To San Francisco and return, \$387.75

available for 6 months, } 387.75

To Liverpool, } 325.00

To London, } 330.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers by this Line have the option of proceeding overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 6 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Circular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 504, Queen's Road Central.

G. D. HARMAN, Agent.

Hongkong, August 15, 1889. 1578

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